GENERAL NEWS

In the course of a somewhat gloomy survey of the situation the Engineering and Mining Journal says: "No improvement has taken place in the anthracite coal market since last report. It continues exceedingly dull and devoid of encouraging features. Prices are still unsettled. There still remain many who stubbornly maintain that the purely nominal advances made during the last two months were wise, and that a restriction to 60 per cent. of the capacity is sufficient to prevent the demoralization of the trade. In this we do not believe. Sales agents may talk as they will of the stimulation that follows an advance and also that all their trade in no necessarily conducted in competitive points, for most of the companies do a certain amount of 'line' business in which they have no competitors and can therefore ask and presponsibly obtain, whatever prices they see fit to name. To this, leaving abstract generalities aside, we may answer that the last two advances have not stimulated trade at all, but have had quite the opposite effect; and that by far the greatest portion of their business is done in markets where there is a great deal of competition. Where was the wisdom of 'advancing' prices when in June most of the companies and operators were getting less for their coal than they got in May? The condition of the anthracite market today is far from healthy. In the west it is admitted that only a fair business has been done and that prices are de-moralized. From Philadelphia reports reach us that the companies themselves are openly offering store coal today at 60 cents a ton below the July circular.

Among other things, we must iny a day's fluctuations in active stocks is supplied present situation upon some of the producers or their sales agents. The stub bornness with which these gentlemen have refused to recognize the fact that we are in the midst of hard times and depressed business is not the least piece of folly. It should have occurred to the producing interests to consider the number of factories in idleness, the reduced espacity of those in operation and the habits of economy that have been forced upon the people, who, after all, constitute the consumers. Had this been borne in mind it would have prevented the present unsatisfactory condition. Instead of it, the sales agents seemingly went on the principle that, as people had to burn coal or freeze, any price might be obtained. It is our impression that a severe winter will mean great h rdships for the many rether than a very good business for the anthracite operators. Again were the producers unwise in the exaggerated importance which they gave to the bituminous coal strike. A few producers had an opportunity to work on full time. The majority did not. But the majority mined as much as they could, just the same, and now, to their astonishm at, they find that the record breaking out put of 5 112 359 tons for June was not Of course the dearth of soft coal prevented to some extent an excessive accumulation of stocks. But we believe better for the an thracite market had there been no soft coal strike. The output would have been much smaller, and perhaps prices would not have been advanced.

"What we particularly wish to call the attention of the sales agents to is our oft repeated assertion that to make an advance which by reason of market conditions they cannot maintain is precisely what leads to demoralization. It has now been proved that prices cannot be maintained as they were during the Reading 'combine,' that neither the public por the dealers can be scared into buying ahead by these advances on paper, and therefore the only way to to obtain fair prices is to be governed by the 'common, ordinary, every day' laws of supply and demand. While it is true that anthracite coal occupies a somewhat exceptional posi-tion it is equally true that the times are also exceptional—exception-ally depressed. The only way to prevent a still further demoralization is by restricting the output. This can be done only by a harmonious and unanimous action on the part of producers. However much an amicable spirit may have actuated producers during the first four months of the present year. when they were successful in restricting the production within reasonable bounds, they are not so now. There may not be open warfare—the duliness of the trade being largely instrumental in preventing it; but we are not far from it, however much producers may pooh pooh the idea."

The newest candidate for the presidency of the Lehigh university is none other than our good friend, Eckley B. It is not known that he is a seeker for the position; but there are those who desire him to take it. Mr. Coxe is abundantly fitted for the posi-tion and would reflect conspicuous credit upon it. Mr. Coxe was graduated from both the University of Pennsylvania and the Troy Polytechnic institute in this country and from the University of Freidberg, in Germany. All his life has been devoted to technical pursuits. He is an enormously wealthy man. He has an enormously wealthy man. He has invented numerous mechanical contrivances and is the author of a large number of technical works. His translations of works by French authors are considered master pieces. Ex-Senator Coxy's relations with the Lehigh Valley railroad will make him a strong man to beat. The troubles which arose some years ago about this road carrying his coal has been smoothed over and all the anthracite from his mines goes to tide water over the Lebigh Valley lines. This alliance of his interests and those of the Lebigh Valley will have a great deal of weight. Every cent of the money endowed to Lehigh Uni-versity by Ass Packer, the founder, is invested in securities of the Lehigh Valley railroad company, so that the prosperity of the one means the prosperity of the other. In all probability the new president will be made a director in the road, as was the late Dr. Lamberton during his term of office as president. The salary connected with the office is \$8,000 a year, and as the highest salary paid to any college president is only \$10,000, from a financial point of view, the place is a good one. As it was definitely announced that a choice would be made before the beginning of the next college year and as the term opens October 1 there is little doubt but before many days have passed the selection will be made.

The following notes concerning mining activities in Schuylkill county are taken from the Miners Journal: Wit-liam Rheinhart, formerly outside fore-man at the Hickory Ridge colliery, has

been transferred to the Pennsylvania colliery at Greenridge, where he now fills the position mide vacant by the death of Peter E Jones — Work is being pushed on the new branch of the Northern Central railway running from Brady to the Union Coal company's Scott colliery. The contractors still have about 2,000 feet of grading to do for the proposed line above the breaker and will not complete this until the end of the present week .- York Farm and Blackwood collieries, operated by the Lehigh Valley Coal company, are idle since Wednesday even-

MINOR INDUSTRIAL NOTES: The Hamburg-American line has made cut to \$10 in steerage rates to meet rates of other lines.

James T. Pumeil, of Dunmore, has just been granted a patent for a fruit jar top strainer and has assigned the same to C. H. isher, of Binghamton.

The Reynolds & Moyer Coal company has bought the Advance breaker just below Plymouth, and will run it as soon as some alterations are made.

Ex-Senator Morgan B. Williams, of Wilkes-Barre, is about to begin the erec-tion of a mammoth breaker near his coal operations on the Thuron tract at the upper end of Fishbach. The plans are now being prepared and the work will in all probability begin next week.

FINANCIAL AND COMMERCIAL

Stocks and Bonds.

NEW York, July 21.-Today's short ses-ion at the Stock exchange presented few features of interest. There was excellent buying of American sugar, however, under which process the steek was advanced from 101% to 102%, with a subsequent reaction to 101%. At the close the stock was 102% Distillers was heavy and lower, ralling from 20 to 18%, afterwards rallying to 19%. The other Ladgetries were consistent from other Industrials were quiet and firm.
Among railways Alchison was heavy. The
stock sold at 35%. Liquidations in the securities were due to the report that there
was a difference of opinion about the quas-In our own market the dullness could not very well be greater.

"The causes which have led to this condition are many but not complex. Among other things we must lev."

The course we must lev.

"The causes which have led to this condition are many but not complex. The course of the market contains a thorus of the condition are many but not complex. The course of the market could not repeat to shippers. There was very little in the market outside of Atchison, and the sales were only 45,320 shares. Union Pacific was steady at 10a1014, Manhattan declined 36. Chicago Gas 36 and General Electric 35.

and revised daily by Lat- brokers, 121 Wyoming ave	nue:	Fuller,	stock
Open- ing.		Low est.	Clos-
Am. Cot. Oil	10237	10111	*****
Am Sugar	37g	10114	10214
Can. So.	978	928	27,6
Cen. N. J	1000		100
Chie & N. W.	marre:	12251	7316
Q., B. & Q 7584 Chic. Gas 7584	7516 7556	75% 75	75)4
C., C. C. & St. L	1058	10	10
Col., Hock, Val. & T.	****	****	200
D. & H	130%	130%	13056
D. & C. F 1034	20	1814	1994
Erie	3639	26	36
Lake Shore	4516	2215	1221
L. & N	11574	4534 11574	11514
Miss. Pag 2014	2696	26	2634
Nat. Lead			****
N. Y. & N. E	****	4 94	*1.00
N. Y. Central 98 N. Y., O. & W 1434	1484	94	98
N. Y. Central 98 N. Y., O. & W 1434 N. Y., S. & W 1434	1494	1494	1494
U. S. C. Co 21%	2196	2136	2130
North Pac	****	****	****
North Pac. pf	4000	****	****
Omaha	3222	(2335)	****
Pac. Mail Reading.	****	****	****
Rock Island 67%	6736	6736	6716
R. T 1214	1214	1246	1214
St. Paul 5094	5954	1004	5914
T., C. & I 1844	1894	1834	1895
Texas & Pac	****		1100
Union Pactue	2000	(0.000)	
Wabash p 85%	2536	8014	8514
W.& L E 1014	1016	1019	1030
W. &L. E. pfd	4004	4978	4/12/9
	W1.550	200	-

Chicago Grain and Provisions. SCRASTON, July 21.—The following quota-

Bar & Fuller, stock broker nus.	1		
WHEAT.	July.	Sept.	Dec.
Opening	5254	5434	08
liighest	823%	5436	5816
Lowest,	5254	5414	5736
Closing	CHIE	5494	5736
Opening	4236	4214	****
Highest	41376	423-6	64.00
Lowest	423-6	10	
Closing	1194	4236	****
Opening	24	2716	2011
Highest	34	2776	3111
Lowest	3234	2715	0000
Closing	323/	2134	000
Opening	1945	1250	200
Highest	1245	1257	****
Lawest	1245	1230	- 3100
Closing	1245	1250	
LARD.	12.00	44106	****
Opening	(82	682	2000
Highest	042	6.85	2000
Lowest	032	(13/2)	****
Closing.	082	182	
Closing.			2335
Opening	(GO	1652	
Highest	1990	053	100.00
Lowest	071	652	
Closing	660	652	
	_	0.000	1111

New York Produce Market.

New York, July 21.—FLOUR—Dull, seglected, weak, neglected, weak.

Wheat—Dull, weak, Malde, lower; No. 2
red store and elevator, 50c.; afloat, 55:55-Me.;
f. o. b., 57:35-Me.; ungraded red, 53:57-c.;
No. 1 northern, 64-Me.; options closed dull
and weak at Mc. under Friday; No. 2, red,
July, 55c.; Augost, 56-Me.; September,
57-Me.; October, 59-c.; December, 61-Me. CORN-Dull, source, firm; No. 247,473/c., elevator; 473/c. sfloat; options dull and weak; July, 463/c.; August, 471/c.; Sepember, 46%c. Oars—Dail, steady; options, dull, easier:

July, 3846.: August, 1246.: September, 3146.: No. 2, 42e.; No. 2 white, 43e.; No. 2 Chicago, 44e.: No. 3 41c.; No. 3 white, 41c.: mixed western, 43a44c.; white do.

40a45c.; white state, 40a55c. BEEF-Dull, steady. THERCED BEEF-Dull, steady.

CUT MEATS Duil, steady.

CUT MEATS Duil, steady.

LARD Quiet, steady: western steam,

\$7,20: city, 6%a6%c; July, \$7,22: September, \$7,22: refined, duil; continent, \$7.55;

South America, \$7,85: compound, 6a6%c. Posk-Quiet, steady.

BUTTER — Quiet, choice firm; state dairy, 12a1734c.; do creamery, 1414a18c.; Pennsylvania, do., 1414a18c.; western dairy, 16a14. Galic.; do, creamery, 18a18c.; do, factory,

95/814c.; do. creamery, 18a18c.; do. factory, 95/814c.; elgins, 175/a18c.; imitation creamery, 115/a145c.
Cherke-Quiet, about steady.
EGGS-Moderate dsmand, firm; state and Pennsylvanie, 14c.; western fresh, 12a13; do. per case, \$1.90a2.75.

Philadelphia Tallow Market. PHILADELPHIA, July 21.—Tallow was dulf and unchanged. Prices were: Prime city in hogsbeads, 4½a4½c.; prime country, in barrels, 4½c.; do dark in barrels, 3½a 4c.; cakes, 4½c.; grease, 3½c.

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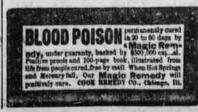
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TIME TABLE IN EFFECT MAY 20, 1894.

Trains leave Scranton for Pittston, WilkenBarre, etc., at 8.20, 9.16, 11.39 a.m., 12.50, 2.00,
3.00, 5.01, 7.21, 11.05 p. m. Sundaya 9.00 a.m.,
1.00, 2.15, 7.10 p. m.

For Atlantic City, 8.20 a.m.,
For New York, Newark and Elizabeth, 8.20
(express) a.m., 12.50 (express with Buffet
parlor car), 3.30 (express) p. m. Sunday, 2.15
p. m. parior car), and Grank, Allentown, Britle-Por Mauch Chunk, Allentown, Britle-Hem, Easton and Philadelphia, 5.30 a.m., 12.50, 3.30, 5.00 (except Philadelphia) p. m. Sunday, 2.15 p. m. For Long Bhanch, Ocean Grove, etc., at 8.20 (with through car) a.m., 12.50 p. m. For Reading, Lebanon and Harrisburg, via Allentown, 8.20 a.m., 12.50, 5.00, p.m. Sunday, 2.15 p. m.

Allentown, 8.20 a. m., 12.50 p. m.
For Pottsville, 8.20 a. m., 12.50 p. m.
For Pottsville, 8.20 a. m., 12.50 p. m.
Heturning, leave New York, foot of Liberty street. North river, at 410 (express) a. m., 1.10, 1.30, 4.30 (express with Buffet parlor car) p. m. Sunday, 4.30 a. m.
Leave Philadelphia, Reading Terminal 2.00 a. m., 2.00 and 4.30 p. m. Sunday, 5.27 a. m.
Through tickets to all points at lowest rates may be had on application in advance to the ticket agent at the station.

H. P. BALDWIN,
Gen. Pass. Agent

J. H. OLHAUSEN, Gen. Supt.



delphia, 800 a.m., 1210, 1.23
2.38, 4.16 and 11.30 p. m.

For Honesdale (from Delaware, Lackawanna and western depot), 7.00, 8.30, 10.10 a.m., 12.00 m., 2.17, 5.10 p. m.

For Carbondale and intermediate stationa, 5.0, 7.00, 8.30, 10.10 a.m., 12.00 m., 2.17, 3.25, 5.10, 6.20 and 9.35 p. m.; from Bridge Street Depot, 2.03 a.m., 2.17 and 11.35 p. m.

Fast express to Albany, Saratoga, the Adirondack Mountains, Boston and New England points, 5.40 a. m., arriving at Albany 12.43, 2.75 and 12.55 a. m., and leaving Scradion at Alfon, m., arriving at Albany 12.45 arriving at Albany 12.45 and 12.55 a. m., and Boston, 7.00 a. m.

The only direct route between the coal fields and Boston. "The Leading Tourists' Routs of America" to the Adirondack Mountain resorts, Lakes George and Champiain, Montreal, etc. etc.
Time tables showing local and through train sorvice between stations on all divisions Delaware and Hudson system, may be obtained at all Delaware and Hudson ticket offices.
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WESTERN RAILBOAD.
Trains leave Scranton as follows: Express
for New York and all points East, 1.40, 2.00,
5.15, 8.00 and 9.55 a. m.; 12.55 and 8.50 p. m.
Express for Easton, Trenton, Philadelphia,
and the South, 5.15, 8.00 and 9.55 a. m.; 12.55
and 3.50 p. m.
Washington and way stations, 3.55 p. m.
Tobyhanna accommodation, 6.10 p. m.
Expr ss for Binghamton, Oswego, Elmira,
Corning, Hath. Dansville, Mount Morris and
Buffalo, 12.10, 2.15 a. m. and 1.24 p. m., making
close connections at Buffalo to all points in the
West, Northwest and Southwest.
Bath accommodation, 9 a. m.
Blughamton and way stations, 12.57 p. m.
Nichol on accommodation, at 4 p. m. and
6.19 p. m.

id) p. m. Binghamton and Elmira Express, 6.05 p. m. Express for Cortland, Syracuse, Owwego, Utics and Richfield Springs, 2.15 a. m. and 1.38

Utics and Richfield Springs, 2.15 a.m. and 1.25 p.m.

1thaca, 2.15 and Bath 9a.m. and 1.24 p.m.

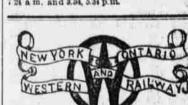
For Northumberland, Pittston, Wilkes-Barra,
Plymouth, Bloomaburg and Danville, making
close connections at Northumberland for
Williamsport, Harrisburg, Baltimore, Wash
ington and the South.

Northumberland and intermediate stations,
600, 255 a.m. and 1.39 and 6.07 p.m.

Nanticogo and intermediate stations, and
11.39 a.m. Plymouth and intermediate
stations, 3.50 and 8.57 p.m.

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For detailed information, pocket time tables, etc., apply to M. L. Smith, city ticket effects, and lacks wanna avenue, or depot ticket office.

NEW YORK, ONTARIO AND WESTERN RAILWAY CO. Time Table in effect sunday, June 24. Trains leave Scranton for Carbondale at 8.30, 10.55 a.m. and 6.19 p.m. For Hancock Junction, 10.55 a.m. and 6.10 p.m. p.m.
Trains leave Hancock Junction for Ecran-ton, 6a m. and 2.05 p.m.
Trains leave Carbondale for Scranton at 7.24 a.m. and 3.34, 5.34 p.m.



In Effect June 24th, 1894. North Bound. South Bound.

203 203 201 1202 804 206 All trains run daily except Sunday. L signifies that trains stop on signal for

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